WEDNESDAY, JUNE 2, 1897.

Subscriptions by Mail Post-Paid. DAILY, per Month...... go 50 DAILY, per Year..... d co DAILY AND SUNDAY, per Year ...... 8 00 DAILY AND EUNDAY, per Month ..... 70 Postage to foreign countries added. THE SUR, New York City.

Panis.-- Klosque No. 12, near Grand Hotel.

#### Japan's Quarrel with Hawaii.

The refusal of Hawaii to make any indemnity for the exclusion of the immigrants taken to Honolulu by the steamship Shinshu Maru, or to make any change hereafter in the policy adopted in that affair and in the case of the Kinai Maru, forces a direct issue with Japan.

The controversy turns on a very few Hawaii takes the impregnable ground, which she finds fortified in actual practice by the history of our own legislation, that a country has the right to regulate and to restrict immigration. Japan does not dispute this general principle, but holds, first, that the actual laws passed violate Hawail's treaty with her, and secondly, that in the instance for which indemnity was demanded the laws were enforced with undue harshness, amounting to injustice, the decision of the Supreme Court at Honolulu being especially arbitrary. But the executive authority of Hawaii cannot be expected to go contrary to the decisions of the highest judicial authority, and as to the treaty Hawaii does not admit that it has been contravened.

What will be the outcome? Possibly the Japanese Minister will take himself home in dudgeon. If Hawaii stood alone she might quickly be forced to submit, as she has no navy, while Japan has a strong one. But probably she relies, and not without reason, on the fact that she has a backer in the United States, who will not see a question of disputed treaty interpretation de cided against her by brute force.

The exact merits of the case cannot yet be fully judged of, perhaps, as the diplomatic correspondence has not been made public. But the controversy suggests the kind of difficulties that the little island republic will have to be prepared for while she remains in her present political isolation. Fortunately that isolation may not continue very long.

#### Driven to Death.

Monday's accident at Valley Stream could not well have been made more horrible in its nature or more revolting in its utter lack of reason or excuse. The railroad management's share in it can be discussed later on. It is easy to say now that the bell at the crossing was not in order, or that a flagman should have been there, or to repeat the common condemnations of crossings at grade Whatever may have been blameworthy in the railroad system, or in the engineer of the murderous train, whom, by the way, there is not a shadow of reason for accusing of error, the immediate and unpardonable cause of the catastrophe was the driver of the coach, HENRY McCORMICK, now lying in the hospital with a fractured skull and other injuries yet undetermined.

McCormick is a young man, possibly as alert and as competent as most men for meeting mental and moral responsibilities imposed on them; but if he had been the most evil of criminals and the most ingenious, and bent on murder in cold blood, he scarcely could have brought about the lamentable result with an arrangement of circumstances more inviting the disaster. The ponderous coach, the unwieldy team, the hidden track, the flying train and the inconceivable heedlessness of the driver, all combined, make one think that the scene had been planned, so precisely were the coach and the locomotive timed at the fatal anot and so deliberately wer habit and rule for avoiding such an accident ignored.

McCormick can find no excuse in any failure on the part of the railroad. A grade crossing is a common thing, with which a man fit to go without a keeper is supposed to be able to deal. But about this crossing the woods concealed all approaching trains from persons coming up by the

road. Every man who has ever driven knows the difficulty or the impossi bility of hearing sounds from outside above the noise of the vehicle itself. At this driver's ear there were young people singing, chattering, and laughing and making racket enough perhaps to drown an engine's whistle or the gong of the crossing, even if the coach had been running on velvet. It was a heavy coach, very heavily laden, and with a team of six horses, extending so far ahead that by the time the leaders reached the track, the driver might still have been hidden in the trees It was not a light or single-horse wagon

Added to that, bicyclists beckoned and shouted to the careless driver that danger was at hand. Any signal or any gesticulation or commotion at such a place, intended for the driver or not, or understood by him or not, should have been enough to tell him that something was in the air, and with a railroad right before him, it is difficult to imagine how he could have failed to wake to a sense of the situation, and to stop until all uncertainty should be removed. But fate was otherwise, and on the coach was driven to the most pitiable death and in-

that could be whirled around almost like a

saddle horse if danger arose suddenly.

jury of the many victims. Blame of the driver is useless, for, if he lives, the remorse that will live with him to the end of his days will immeasurably exceed any punishment that could come from the feeling of outsiders. The case of the railroad will be considered in due time. All that it behooves the public to do is to be mindful always that, no matter what safeguards a railroad may provide, in fact or theory, against accidents at crossings, no one but a fool will approach one without himself taking every possible precaution for his safety.

# Choctaws and Chickasaws.

The agreement made by the Dawes Commission with the representatives of the Choctaw and Chickasaw tribes seems to be a forerunner of the general ending of the old order in the Indian Territory.

It is true that this agreement does not provide for the immediate overthrow of continue for eight years from March 4 next; but this provision is intended to allow time for the operation of the other great changes contained in the agreement, including the allotment of lands in severalty. The stipulations cover the entire financial relations of the Government with

mines and their working under royalties; the admission of the Indians to citizenship on the expiration of their tribal existence. This is the entering wedge that seems destined to cleave and destroy the whole tribal system, with community of lands, among the Five Tribes. It may be a long time before the Cherokees, the Creeks, and the Seminoles will follow this lead, the first-named tribe being especially opposed to it. Yet the tendency is all that way, and it becomes manifestly more and more difficult, as the Indians advance toward civilization in other respects, to maintain

their present land-holding system. The Chicksaws and Choctaws are entitled to the credit of leadership in abandoning the old ways for the new, and as the Chickssaws held back after the Choctaws had signed the agreement, the latter may fairly be considered as standing first.

#### The Industrial Progress of the German Empire.

In a volume of commercial statistics compiled by Mr. W. S. H. GASTRELL, an attaché to the British Embassy in Berlin, we find some remarkable data relating to the recent development of Germany's industry and trade. The subject is one of peculiar interest to us, because the great expansion of the German export traffic has been effected at a time when the home market for German products has been protected from foreign competition by high tariffs. Since 1891 the German empire has made no fewer than ten commercial treaties in the hope of securing certain advantages in foreign countries, but it should be noted that in these treaties the Germans have made no departure in principle from the strict protective policy which prevails among them. They have merely lowered in special cases particular customs duties at home, and pre vented the increase of others abroad, or ob tained certain reductions there. While Mr. GASTRELL puts the best face

he can upon the matter, he admits that the relative positions of the German empire and Great Britain have been to a considera ble extent reversed of late years. Formerly the principal exports of Great Britain to Germany were manufactured articles; latterly they have consisted largely of raw materials, which are returned in the form of manufactured goods, not only for reexportation, but actually for British consumption. Moreover, the principal exports of Germany to Great Britain are manufact tured articles similar to what Englishmen themselves produce; indeed, some of them are counterparts of England's staple products, such as woollens and worsteds, all kinds of underlinen, clothes, printed and dyed cottons, ironmongery, corner and angle iron, paper and glass. It may well startle, in truth, the ordinary Englishman to discover that woollen textiles constitute at present Germany's chief export, and that third in importance on the list (beet sugar being second) stand cotton goods. Fourth come silk manufactures; sixth, machines of all kinds; seventh iron wares, and eighth, clothes and underlinen, all manufactured products, in most of which Englishmen have hitherto supposed that they controlled the markets of the world. In the fifth place, strange to say, stands coal, of which, in 1895, Germany exported no less a quantity than 10,360,000 metric tons, valued at nearly \$27,000,000. In 1885 no German coal or coke came to England; ten years later 24,295 tons of the former and 1,250 of the latter were sent over. The United States buy the larger share of Germany's exported woollens, namely, 5,456 tons, or 17 per cent. of the whole, but England comes second, purchasing 4,865 tons, or 16 per cent., and she takes nearly all the woollen hosiery, or 1,436 tons. Of the German cotton goods exported, the United States are the principal consumers, receiving 7,338 tons, or 21 per cent. but England, again, is second with 5,844 tons, or 17 per cent., and she buys over half of the cotton hosiery, or 5,928 tons. The export of wearing apparel from Germany to England rose from a valuation of \$4, 000,000 in 1880 to one of \$7,000,000 in 1893. The development of the cotton industry in Germany has, indeed, been phenomenal, especially since 1887; in 1895 the number of spindles was over 4,672,

000, of which there were 1,400,000 in Alsace-Lorraine. The figures given for the iron trade are equally encouraging to Germans and depressing to Englishmen. Of angle, bolt, and rod iron the exports from Great Britain in 1895 were smaller by 19,000 tons than they had been in 1885; during the same period the German exports of similar commodities increased by 142,000 metric tons. As regards bar iron, the comparison is even less favorable to England, which country in the pe riod named lost 101,000 tons, as against Germany's gain of 100,000 tons. Although shipbuilding is a relatively new industry in Germany, we learn that its yards are greatly increasing their output

every year, and they are said to have far more orders than they can possibly execute, In 1894, out of a total of 71 ships built for the British mercantile marine, 54 were constructed in German yards and only 15 in British yards. It is true that in 1895 the tonnage built in Germany was 6,000 tons less than in 1894, the figures being 101,400 and 117,-620; but it was still a most satisfactory re sult when one compares it with the 48,200 and 66,470 tons of 1892 and 1893, respectively. It appears that of the many contracts for merchant vessels recently offered to German shipbuilding firms, only a few could be accepted, as the orders in hand will not be completed until the close of 1897. We are told that a meeting of shipbuilders and ironmasters was lately held in Hanover for the purpose of advocating the use of German in stead of English materials in the shipbuilding yards, even though the former should be for a time more costly. It is said that the owners of German iron works bave agreed to increase largely their establishments and output in order to be able to supply all the neces-sary iron work; and, moreover, that they have announced a willingness to work without profit, or even at a slight loss, to begin with. The State railways are to cooperate by making lower special freight charges on these materials. It is obvious that such steps, if carried out. must further decrease Great Britain's exportation of metals and of the manufactures of metal to Germany, and must also reduce the already restricted market in other parts of the world for the products of the British iron industry. We see, then, that Great Britain is threatened in the three great sources of her national prosperthe tribal governments, but allows them to | ity, namely, her woollen, cotton, and iron manufactures. We add that up to thirty years ago Great Britain had no rival in coal production. In 1850 her mines yielded about 50,000,000 tons, or two-thirds of the whole output of the world. She no longer occu-

ples such a position of ascendancy. Her

coal production stood at 110,000,000 tons

of the United States in the same period had increased from 32,000,000 to 152,000,000, while that of Germany had risen from 26, 000,000 to 76,000,000 tons. With this daily increasing production of fuel outside of Great Britain, the Immense advantages which she formerly derived from this allpowerful factor in the economic develop-

ment of industries is growing less and less. It remains to mention the total figures for Germany's export trade. In 1885 her exports of home produce stood at \$715,000,-000 and 18,814,000 metric tons; in 1895 they had reached \$835,000,000 and 28,-839,000 tons, representing increases of \$120,000,000 in value and of 9.515,000 tons in quantity. Great Britain's exports of domestic products and manufacture in 1885 were valued in round numbers at \$1,130,000,000, a falling off of about \$190,000,000 from 1890, which was the zenith year in the annals of Great Britain's commercial history. We note, finally, that Great Britain is herself Germany's best cus tomer, having taken from her in 1895 commodities valued at nearly \$170,000,-000, or 20 per cent. of the total exportation.

#### The Liquor Habit.

We do not say that the remarks about the liquor habit which the Rev. Mr. Good-CHILD made in his sermon of last Sunday were contradictory of those contained in another sermon preached on the same day by the Rev. Dr. SAVAGE. In our report of Mr. GOODCHILD there is the following passage:

"Just whisper that a man drinks and his reputatio is gone. No store, no church, wants a man who drinks. No sensible woman wants him for a husband, no man wants him for an executor. If the odor of iquor is upon him, if his cheeks are flushed and his eyes glare, the world shies off, and he is blasted A young man who tipples might as well be at the

From our report of Dr. SAVAGE'S sermon we learn that he preached upon heroism in common life, and that he illustrated his remarks by naming a number of men who seemed to him to belong to the heroic type. One of the names was that of the gentle soul who is perhaps best known as the author of the "Essays of Elia":

"CHARLES LAMB has not been named as one of the world's heroes. They say he drank too much at mes, and in more than one way stepped saide fro the path of true righteousness. But he devoted him self by the year to an insane sister and a father imbegames, in which he was not interested, that they night be amused. The other, the trumpeted kind of eroism, seems to me cheap and easy compared with a case like this."

The Rev. Mr. Goodchild's warning to young people against the liquor habit was ery emphatic, even though some of his sentences had too much paint on them. The Rev. Dr. SAVAGE chose as one of the heroes of his sermon a "man who, they say, drank too much at times," but who, nevertheless, possessed the virtues of which the preacher spoke, and others, too. "LAMB's single frailty," says one of his biographers, "was the eagerness with which, from an early period of life, he would quaff exciting liquors, snatching an insensate pleasure between the acts of his distressful drama." Notwithstanding this frailty, he led a self-sacrificing life; he led a busy life, both as an accountant and as an author; he was a lovable character, and he had a host of friends among the most intellectual London people of his time. Dr. SAVAGE spoke truly of the "gentle ELIA" who had a single frailty, when he asserted that this man, who is said to have drank too much at times, was yet a man of many merits, and worthy of our admiration. The whole of such a man's life, the quality of his mind, the traits of his character, are not to be judged from the brief periods of his devotion to the wine cup. Where would lots of the world's worthies stand if thus they were judged! Dr. SAVAGE was not afraid to put CHARLES LAMB among the heroes of his pulpit.

At the same time it were well for all men, young and old, to give heed to the expostulation of the Rev. Mr. GOODCHILD. They had better not give way to the liquor habit, and they ought also to refrain from the dangerous habit of indulging in intemperate language, or putting too much paint on their utterances. Ought they not, Brother GOODCHILD!

# Syfax and Cypher.

In response to THE SUN'S inquiry for information as to the powerful but mysterious verb "to syfax," an esteemed correspondent in Louisville explains that 'syfax" is the twin and synonyme of philander," to court. According to this correspondent the word syfax was "evolved in a moment of etymological delirium" by the late Col. MIKE McCLUSKEY, some thirty years ago the editor of the Louisville Ledger. Col. McCluskey called "his iovial friend, MIKE CHRISMAN of Lincoln county, Ky.," a "peripatetic syfaxer. The jovial friend "was well known all over the lower Appalachian country, and, being fond of recounting his conquests among the ladies, doubtless gave the word 'syfax a permanent vogue." This is very interesting, and there can be no doubt that any two jovial "MIKES" are capable of furnishing all the language that can be used in the courts of love, and of inventing all the etymology that may be called for. The Louisville account, however, must be classified, with all due thankfulness and regard for Col. MIKE McCLUSKEY and the Peripatetic Syfaxer of the lower Appalachian country, as mythology and not etymology. It belongs as an exercise in the derivation of words with DEAN SWIFT'S "JUPITER, Jew PETER;" with Nantucket, i. c., "NAN took it;" with that wooden old terrible example, lucus a non lucendo. A noble word like syfax grows and spreads gradually, and is not thrown out in a moment of etymological delirium. It was easy enough to make syfaxer out of syfax, but syfax remains unaccounted for. Where did it come from? Is it a corruption of some more primitive word, or does it still maintain its original brightness? Is it indigenous or imported? What is its geo graphical range! From Johnstown, that too-well-watered

city of Pennsylvania, comes a new theory of the origin of syfax. Our esteemed contemporary, the Johnstown Democrat, is prompted by the MIKE McCLUSKEY and MIKE CHRISMAN myth to go upon tais philological excursion:

"We are inclined to believe his word 'syfax' a cor ruption of the Indiana 'cypher,' a term widely used denote that interesting and absorbing pastime which unimaginative people call courting. Down in the Wabash country and in the White River bott where romance has its home and where Convocas in knickerbockers and PHYLLISES in pinafores learn to bill and coo before they learn their letters, cyphe the universal occupation of youth and beauty. Young man do not go philandering nor syfaxing; they do not court nor spark; they do not cast sheeps' eyes nor a wooing go. When the sap begins to rise in the trees and when the lapwing gets himself another crest, girls are never unwilling to join in this delicious di-

Clearly the processes of readin', writin',

youthful Hoosiers than to less fortunate lads and lasses, but what has cypher to do with syfax? Perhaps about as much as Wabash has to do with Wahaboos. Probably the ingenious Col. MIKE McCluskey would have derived "cypher" from "sigh for." Possibly cypher in the sense of to court, to pay one's suit to, may be related to cypher in the sense, mentioned in the dictionaries, of to hunt, to pursue, to follow, but it would require a violent wrench to twist cypher into syfax. X is not so common and unexpressive a letter that it can be assumed at ease. In syfax this ultimate letter, with its sharp clash, is half the beauty of the word. Allegorically it represents the unknown quantity, the occult and irresistible force which sets the world to syfaxing and the Wabash country and White River bottoms to ciphering Is there anything more than a superficial resemblance between the two verbs? Syfax, cipher; are they related save by that sort of errant etymological caprice which made the mediæval chronicler invent King BRUT as the founder of Britain ! It is not necessary to believe so in the ab sence of evidence. Syfax is a word of might and magic, whereas cipher seems pale, wizened, calculating, cold.

A correspondent in the University of Michigan, "Oriana," suggests a classi-cal origin for syfax. "May not syfax," she writes, "be derived from the name of the Numidian Prince SYPHAX, who married SOPHONISBA? (THOMSON'S SOPHONISBA; you remember the line: 'O, SOPHONISBA SOPHONISBA, Ol'). She was betrothed to MASINISSA by her father, the Carthaginian General HASDRUBAL, but he broke the engagement and gave her to SYPHAX, who nust have had great powers as a wooer. It is true that she had to marry Masinissa after he had defeated Syphax, but as she took poison, I assume that her heart was true to SYPHAX. I am told that the old fashioned reading books and 'school speakers' used to have 'pieces' about SYPHAX, so that his name must have been familiar to our grandfathers."

If syfax is derived from the name of the Numidian King, perhaps its use as a verb is of Afro-American origin. King JUBA has been transferred from the north of Africa to the southern part of the United States, and Col. MIKE McCluskey held that "Marse," "Massa," was a contraction of MASINISSA. Indeed, some philologists hold that "jug," in the sense of clink, prison, lockup, calaboose, is a contraction of Ju GURTHA, the grandson of MASINISSA, who was starved to death in a Roman jail. But these etymological deliriums and philological somersaults are to be avoided. A third call for information as to the birth and bringing up of syfax is hereby issued.

#### The Terrible Temptation of the Citizens' Union.

with a feeling of disenchantment hat the town learns that the Citizens Union, select and superior as it is, is not impeccable. Its members have come to look upon it as the last retreat of civic virtue. It seems that even in that retreat civic virtue is not sure of itself, but quakes and trembles in the throes of temptation. In a spirit of alarmed kindness the New York Times warns the Union to look to its steps lest they fall. "The most serious danger that besets the Citizens' Union," the Times declares in its serious manner, "is the enticement to abandon its fundamental principle and make up its ticket by a 'deal.'"

It is the mournful fact that many mem bers of the Union, including even some of the Werowances of the Executive Committee, are afraid that the Committee of Organization is trying to arrange a Hence the cry, echoed in dirge deal. like accents by the Times, for immediate nominations. The danger that civic virtue will be betrayed " can be averted by early nominations. Let it (the C. U.) make up its ticket now in honorable independence of political contest, and put itself out of temptation's reach by destroying the possibility of a deal." No other means occurs to the Times of rescuing struggling civic virtue. Nominate! Nominate! Otherwise the pledge of keeping out of politics will be broken, and civic virtue will yield to the

insidious advances of dealers and heelers. Is there a heart so flinty as not to be softened by this tale of virtue in distress i Nominate by all means, and the sooner the better. Anything to save civic virtue; anything to keep the Citizens' Union unsullied by deals. Yet can a civic virtue which confesses its weakness so early be strong enough to last until fall? It is beautiful to be select, but it is a trifle dangerous to be fragile. It is useless to deny that the public is disappointed by the conduct or want of conduct of the Citizens' Union. It had been hoped that this company would be able to guarantee civic virtue against deals for at least three months.

# Protection and Principle.

The New Orleans Picayune is moved to high moral reflections by the fact that various Southern Senators, Democratic, Re publican, Popocratic, Populist, are seeking to amend the Tariff bill so as to pile on more protection for their constituents, "Each one," says this high moral reflector, tries to raise the tariff to the highest rate he can get it to, and nobody would be able to distinguish from their acts to what political party any but the Republicans actually belong, a fact which shows how largely policy, and not principle, controls the political parties to-day." There is no reason to believe that there is any less prin ciple or any more or less policy in political parties to-day than there was in 1847 or 1797, or at any other time. As to the Southern adherence to protection, whether as a matter of policy or of principle, there is much to be said which the high moral reflector forgets. Since industry began to be diversified and manufacturing to thrive at the South, that section's liking for the old doctrine of free trade, which it inherits from the days of slavery, when it sold its chief products abroad, has naturally weakened. Southern men ask themselves why the protective policy, under which New England and Pennsylvania have prospered, is not a good thing for West Virginia and Alabama, for example. The country being committed to the protective policy, why should not each Southern State benefit as much as possible by that policy? Common self-interest prompts Southerners to ask for protection, and Southern Senators to try to secure it for articles in which their constituents are interested. When you come to the question of princi-

ple in the matter of tariffs, what is to be said for any party but the Republicans? The Republicans have long believed in protection and continue to believe. The Democrats said in 1892 that they believed in a tariff for revenue only, but as they went to work and made a protective tariff, it is evident that either their tariff principles are very accommodating or that they their tribes; the control of coal and asphalt | in 1870, and at 188,000,000 in 1894. That | and cipherin' are much more attractive to | really want a protective tariff and didn't

know in 1892 what they did want. They must be considered as protectionists until further notice. As for the 6,500,000 Democrats and Populists who voted for BRYAN, they believe that silver is the one thing needful, and are not concerned about the tariff, which they think can wait until the

blessings of free silver are secured. All around, then, there is nothing but protection. There are earnest, convinced protectionists, the Republicans. There are opportune protectionists, like the Southern Senators. To be sure, there is talk about a tariff for revenue still, in Congress and elsewhere, but all the facts are for protection. By commission or omission, the great political parties are protectionist. Really, high moral reflections about protection seem not entirely necessary,

## Twenty Years on the Congo.

A letter from Matadi, on the lower Congo, nnounces that, on April 19 last, the railroad bridge over the Inkissi affluent of the great river was completed and the first locomotive crossed the stream. Trains are now running daily to the Inkissi, a distance of 171 miles from the starting point at Matadi, and the last large stream on the way to Stanley Pool has been bridged.

Twenty years earlier, lacking four days, Mr. STANLEY, on his famous boat fourney down the Congo, discovered the Inkissi. It was in that region of cataracts that he found his greatest impediments, and it took him five months, from March 16 to Aug. 9, 1877, to cross the difficult region between Stanley Pool and Boma, fifty miles from the sea.

Twenty years later, 171 miles of the journey he made is covered every day by travellers in a comfortable car and in eight to ten hours. Next year the railroad will be completed to Stanley Pool, and then the entire region where STANLEY toiled for five months, and where his black comrades nearly starved to death, may be crossed almost without fatigue in the sunlit hours of one day.

ÉLISEE RECLUS, the geographer, wrote while ago that he was amazed whenever he contemplated the vast work done on the Congo in so short a time. That work extends to every part of the Congo basin, the second largest river system in the world. It is promoted by forty steamers and forty towboats, carried in small pieces on the heads of mer ound 235 miles of cataracts and now at all on 7,000 miles of upper Congo waterways; and that work, marred though it has been by many instances of the cruel and unjust treatment of natives by men who were not worthy of their trust. will be remembered in history as one of the great achievements of this century.

An extraordinary occurrence is the destruction by fire, on Monday evening, of the remains of the coach wrecked at Valley Stream According to the reports, this wreckage was burned by direction of the authorities of the Long Island Railroad. Its destruction seems not only to have been wholly unwarranted, but also objectionable from another point of view. The broken and disjointed remnants might have settled some serious questions of difference which are not unlikely to occur in such cases as to the precise manner in which the accident was

The Governor of Pennsylvania has before him a bill for as mad class legislation as Texas's famous Anti-Trust law, which was decided to be unconstitutional. This description of it we find in the Philadelphia Times:

"The bill, in addition to 'afringing the right of con tract that is one of the most sacred rights of a citizen is class legislation in its most offensive form. Its restrictions and penalties apply exclusively to corpora tion employers, leaving individual employers to make contracts which are forbidden to others. It makes it punishable by fine and imprisonment for any office for being a member of a labor organization, or to seek to prevent him from joining and belonging to such organization, or to accept from any applicant for employment an agreement not to become connected with labor organizations. It concedes to one class and very much the larger class of employers, the right to make contracts in accordance with their own contract as guaranteed by the fundamental law.

The Governor of Pennsylvania is the Hon.

Certain Democratic Senators held up the Tariff

Our contemporary is dreaming, or it is forget ful or it lacks understanding. No member of the Federal Senate, nor any group of members, offered a change in the Wilson Tariff bill that conflicted with its spirit in any degree. That contemptible avoidance of the National Democratic platform was laid before the House and reached the Senate a bill for protection undisguised; and all that the Senate did was to readjust the protection in it in manner more agreeable to the Senate. Before the history of the Cleveland-Wilson Tariff bill is written for posterity the old Mugwump ballucinations about its complete lack of relation to the promised principle of a tariff for revenue only will have to fade out.

This is how the Louisville Post, a news paper now venting its last year's dissatisfaction t having to vote with the Republicans for hon est money by abusing the Administration for maginary faults, proposes to rebuild the Democratic party: It would have Democrats unite on the tariff, "on the principles laid down by CLEVELAND in 1887, and applied partially by VILSON in 1894."

Allowing to this proposition all the profundity and definiteness attributed to it by its author. we must suppose that the new party founded on it will be great and powerful. But what will become of the mass of sincere and self-respecting Democrats who believe in the 1892 principlc of a "tariff for revenue only !"

#### NORTH RIVER BRIDGE PLANS. Saving of \$8,000,000 in the Cost on the

Original Estimates. The stockholders of the New York and New

Jersey Bridge Company held their annual meeting yesterday. Treasurer Swan, in making a report to the stockholders, said: 'Since my last report important progress has

een made. The detail plans for the bridge have

"Since my last report important progress has been made. The detail plans for the bridge have been made and filed with the required authorities. The extension of the plerhead lines, recently approved by the Secretary of War, shortens the main span of the bridge from 3,110 to 2,710 feet, thereby reducing the cost of construction from \$25,000,000 to \$17,000,000, a saving of \$8,000,000.

"The shortening of the bridge by reason of the approximation of the pierhead lines to the extent of 400 feet will require the immediate preparation of new plans involving a change in almost all the parts of the structure. When these are complete they will be submitted for the approval of the State Commission and of the Secretary of War.

"When we compare the cost of the Brooklyn Bridge, a much lighter structure, with your proposed six-track railroad bridge and nearly twice its length, it will be observed that the proposed atructure can be built at much less proportional cost and be even of greater benefit to the city of New York than the bridge across the East River.

"There are within a radius of twenty-five miles from the City Hall, New York, more persons living in New Jersey, who seek better facilities for entering the city of New York than there are in the city of Brooklyn, to say nothing about the vast through passenger traffic arriving at and departing daily from this city.

"A plan for raising the money for construction is under the consideration of representative men; but it is advisable to await an improvement in the financial condition of the country before completing any definite financial operation."

Climax of Altruism. From La Carioature. "Courage dear friend. Try not to tremble so."
"On, but if you knew how I suffer for fear I may

POPULIST STAMPEDE TO TEXAS. Paul Vanderwoort Has a Rig Scheme to Aid

SAN ANTONIO, Tex., June 1 .- Gen. Paul Vanerwoort, the well-known Populist leader, is here, and has a scheme to remove thousands o Populists to Texas and colonize them on land in different parts of the State. Gen. Vanderwoort is now at Chesterville, Colorado county.

"The movement is now only in its incipiency e said to THE SUN correspondent. "Already the Northwest is on fire. In States where high taxes, interest, big fuel and clothing bills, high rates of transportation keep the farmer's nose to the grindstone, they are beginning to turn

rates of transportation keep the farmer's nose to the grindstone, they are beginning to turn their eyes toward Texas, where lands are cheap, taxes low, where fuel costs practically nothing and clothing little in comparison, and where the farmer is close to tidewater, where he can get his surplus product into market without giving all away to railroad companies.

"This is no slight movement, without aim or organization, but is to be on a grand scale. It means that Texas is to be populated and in short order and with a class of citizens of which she will have reason to be proud. Already Gov. Waite of Colorado is here making arrangements for a large number that he will bring with him. Mr. Debs is in Chicago arranging to start the movement there. Debs will never go into another strike, but will work to give people a chance to get out from under the yoke of oppression of debt, which year by year is growing heavier and heavier upon them. by giving them an opportunity to make homes for themselves in the glorious coast country. If the big landowners of Texas would throw open their holdings and join with us in this movement to colonize this State in five years' time there should be at least 2,000,000 more people inside our border.

"We are going to colonize Texas with Populists, and I am now engaged in a systematic effort to refute the lies that have been uttered and scattered broadcast over the land against the good name and fame of the great State of Texas. No State in the Union has been so misrepresented and none so little understood; but the tide of sentiment has turned Texasward and the West and Northwest are beginning to feel alarmed at the extent of the threatened exodua. I could name prominent newspapers in these regions which have refused to print a word about Texas during the present year, fearing to add fuel to the flame which is already firing the hearts of Northwestern farmers."

# LLOYD COLLIS, CITY SURVEYOR.

Votes Enough in the Aldermen to Override

the Mayor if He Vetees It. The Committee on Salaries and Officers of the Board of Aldermen reported favorably yesterday on the appointment of Lloyd Collis, a son of the Commissioner of Public Works, to be a city the Commissioner of Public Works, to be a city surveyor, and the report was adopted by a vote of 23 to 2. Aldermen Hall and Goodman voted against the appointment on the grounds that all city surveyors shold pass a civil service examination. The vote of these Aldermen was inspired by the Mayor, who vetoed twice the pointment of Alfred Carr of 39 Whitehall street on the same ground. The resolution appointing Carr was passed over the Mayor's veto. The city surveyors receive fees for their work, and all their assignments come from the Commissioner of Public Works. It was Gen. Collis who first advised the Mayor to put the office under the civil service regulations.

### SAD INDEED!

Mr. James Gordon Bennett Writes an Article Expressive of His Grievous Pala. From Yesterday's Herald.

Some thirty, forty, or fifty years ago employees all sorts, whether they were editorial writers, chie editors, city editors, managing editors, rep by living wages a fair return for the work they didthat is, living wages for the'v employer. But to-day all this is changed. An employee, whether he may be an editor, a writer, an actor, an art critic or ical critic, desires his wages in accordance with his opinion of himself. The trolley car conductor who spares two or three lives in a trip of a few miles by \$5 or \$10 a day. The reporter who saves his paper libel suits two or three times a month by not bein too fresh considers himself entitled to an increased salary

rades unionists-compositors, pressmen, and all those people who naturally are associated with trade unions—are not to be considered when compared to the "brainy" reporter, the brainy artist, the brainy city editor, the brainy managing editor, or the brainy night editor. Evidently the press of New York, and maybe throughout the country, has come o the conclusion that those are the men that should many contracts have been made in the last year with city editors, with managing editors, editors of colored supplements, &c.: In fact, there is only one thing left-that some proprietor should contract with another proprietor to reduce the size of their papers and increase their price. There would be money in that. But until that time arrives it will b nothing but contracts and contracts-city editors contracts, night editors' contracts, reporters' con tracts, artists' contracts, foreign corre tracts, until there will be nothing left for the proprie tors themselves except to make contracts for the

#### The Rev. Dr. Savage Makes Reply. To the Editor of The Sun-Sir. In your paper of

this morning is a brief letter with the title, "Uniarianism in the Church of England," It is signed by the name of William Work Mills. Perhaps it is a shameful confession for me to

ake, but I do not know who he is, And I must add, I do not know how much he knows about the Church of England. In an interview published in THE SUN two or three

weeks ago I reported what a prominent clergyman Mills pronounces "a wilful and malicious libel." The impression made is that I am guilty of this 'libel." I wish only to say that I am willing to confess to the guilt of repeating what my inform ant stated. Sincerely NEW YORK, June 1, 1897.

# To the Editor of The SUN-Sir: It may be well,

wing to the somewhat exaggerated accounts in one or more of the city papers, of difficulties to be met in securing foundation for the new City Prison, to explain why there is no ground for any doubt at all Tombs, all of which show similar material, namely. a top filling of broken building material, and, and a top filling of broken building material, sand, and gravel, overlying several feet of black mud (the bot-tom of the old pend), then many feet of gravel, sand, and clay. The maximum depth reached was 125 feet and the minimum 85 feet. Now with this depth of material so uniform, there can be no doubt as to the character of the support best suited to the comparatively small concentrated loads we have to carry, namely, a foundation upon piles.

It is popularly supposed that a building unless it is popularly supposed that a building unless ounded tipon a rock cannot stand; which is hiblically rue, but in the light of more recent experience there a abundant evidence to the contrary, in many of our arge buildings in the city and elsewhere to-day, A good pile foundation, under certain determined conditions, is both the best and least costly that can

conditions, is both the best and least costly that can be desired.

A proof of the preservation of submerged timber is at hand in pleces of the timber crib work forming the foundation of the existing Tombs which were brought up in the course of the test borings.

These are as fresh and sound as on the day the timbers were put in, years ago. ere put in, years ago.

F. STUART WILLIAMSON, Consulting Engineer.

#### Right-Hand Man of Three Presidents. From the St. Louis Globe Democrat.

It has fallen to Thomas B. Reed to render vital as istance to three Presidents in the execution of their colicies. In the whole history of the Government here is no other service which parallels this. As Speaker of the Fifty-first Congress, with its close maority, Mr. Reed prevented a free coinage bill from eaching President Harrison, much to the latter's satafaction, after the Senate bad committed itself. As the leader of the Republicans of the House Mr. Reed enabled President Cleveland to carry out his earnest desire to repeal the Sherman Silver-Purchasing enabled Prosident McKinley to delay the belligerence resolution until he can formulate fully his Cuban policy. Three Administrations Mr. Reed has put under deep obligations to him, while at the same tim

#### Daniel Boone's Tree Still Stands. From the St. Louis Globe Democrat

Tennesses Centennial Exposition recently sent to aveatigate the advisability of cutting down and smoving to the exp sition the noted Boone tree has advised against it, expressing the belief that the tree n a fair state of preservation, and still visible on it is the inscription cut in its bark by Daniel Bo almost a century and a half ago. The inscription reads: "D. Boone, Cilled a bar on tree in The year

From the Pittsburg Dispatch. The proper course for the United States is to put all its resources in readiness, and then, after a short no-tice that the Cuban horrors must stop, to proceed by tirect means to stop them.

# MAY'S BICYCLE RECORD.

and Accidents Council by The Last month THE SUN printed a summary of the accidents to bicyclists in this city during April, nearly half of which, as shown by the record, were caused by scorchers. Reports for May indicate that scorchers are becoming fewer, and that the blame for the greatest number of casualties during the month must be attached to another class of wheelmen, namely, the careless non-scorchers. Following is an abstract of last month's bicycle accidents, as reported in

Wheelman knocked down by horse car, falls under the horse's feet, and barely escapes serious injury. Scorcher runs down a little girl, her leg being

broken and her face badly cut. Scorcher doesn's stop to investigate. Coaster smashes against wheel woman, throw-

ing her to the ground and wrecking her wheel,

ing her to the ground and wrecking her wheel.
She is not seriously hurt.
Driver running his horse collides with wheelman, knocks him off his wheel, grins, and drives
on. Cyclist badly shaken up.
Horse takes fright at woman on a tandem,
runs away, breaks its hip bone and has to be shot,
Dog throws wheelman, whose arm is broken
by the fall.
Cyclist runs over a boy, breaking the lad's leg.
Cyclist knocks down a woman, who receives a
bad seal wound.
Trolley car collides with cyclist, fracturing one
of his legs.
Cyclist loses control of his wheel, rides off a
pier and is drowned.
Scoreher starts for Coney Island with his
sweetheart, comes in contact with a clergyman
and is married. Damage, \$5.
Driver knocks over a wheelwoman, whips up
his horse and disappears. Woman seriously in
jured.
"Bike cop" chases a runaway horse in

"Bike cop" chases a runaway horse, is thrown down, dragged a block and suffers from several bruises and a contusion of the spine. Cable car runs over wheelman, breaking his right leg.

Driver compels cyclist to jump for his life, while the wagon runs over and smashes his

wheel.

Cyclist strikes a curbatone and is thrown, breaking his right leg. Several other wheelmen close behind him fall in a heap, scrape their shins and sustain a severe loss of dignity.

Scorcher knocks a boy down and breaks his collar bone.

Wheelman, in dismounting, fells into a decidence.

Wheelman, in dismounting, falls into a dry dock, breaks his collar bone and is injured in

dock, breaks his collar bone and is injured internally.

Cab runs down a cyclist on the Boulevard, the
wheel is amashed, its rider's knee injured and
his head cut open.

Wheelman and wheelwoman, in a head-on
collision, are thrown from their wheels, the man
receiving a fracture of the right foot and the
woman escaping with a contusion of the elbow.
Wheelman runs over a woman, who is badly
bruised and sent to a hospital.

Cyclist loses his head and bucks into a horse
car. He is taken to a hospital.

Driver curses wheelman for being in the way
and turns his horses upon him; wheelman is
knocked from his saddle and his machine
wrecked.

Street sweeper is run down by a cyclist, who
doesn't stop to investigate or leave his card.

doesn't stop to investigate or leave his card. Cyclist strikes a stone, is thrown and breaks

his collar bone.

Scorcher knocks down pedestrian and turns a
double somersault, breaking his victim's wrist.

Young wheelwoman becomes flustered and
rides into a ditch. She is fished out badly
scratched and shaken up and is taken to a hoswital.

scratched and shaken up and is taken to a hospital.

Man and woman start out on a tendem, run into a buggy, fall under the wheels, get painfully bruised, and go home in a cab.

Wheelwoman steers into a rapidly moving wagon and is thrown to the pavement, her right knee being sprained. She is taken to a hospital.

Wheelman becomes insane, has a delusion that he is obliged to go into the bicycle business on a big scale, and is taken to an asylum.

Driver runs down cyclist, lashes his horse into a run, is stopped by another wheelman jumps out of the wagon and escapes. The horse's owner comes up, bangs wheelman No. 2 over the head for interfering, and is arrested. Wheelman No. 1 shoulders his wrecked "bike" and walks home badly bruised.

badly bruised.

Scorcher knocks down an elderly man, break-ing the latter's arm. Scorcher at once remounts and skedaddies.

Wheelwoman runs into wheelman in Central Wheelwoman runs into wheelman in Central Park, is thrown and slightly injured. Elderly wheelman gets in a collision, has his skull fractured, and dies of his injury. Cyclist mysteriously falls off a ferryboat in the North River, loses his wheel, and swims ashore. Goes home to dry his clothes and think it over.

over.
It is said that not more than one-fifth of all It is said that not more than one-fifth of all the bicycle accidents occurring in the city are reported in the newspapers; but the foregoing list is large enough to warn every person who rides a wheel or who goes afoot against the danger from careless riding. There were probably more new riders during April and May than will be seen in any other month this year; but a broken collar bone or a freetured skull is not uncommon even among skilful wheelmen and it behoves all alike to look sharp and take me chances.

FIRST SHOT FROM SUMTER.

### Was a 82-Pounder, and Now Comes Po ward to Decorate a Monument.

From the Philadelphia Record.

CHARLESTON, May 30 .- John J. Jolly of Den ver, S. C., has in his possession the first solid that fired by the garrison of Fort Sumter on Friday afternoon, April 12, 1861, in response to Gen. Beauregard's attack, consequent upon the refusal of Major Robert Anderson to evacuate the fort when ordered to do so. The shot is a 32-pounder. Although prized very highly as an

the fort when ordered to do so. The shot is a 32-pounder. Although prized very highly as an inheritance, it has been donated by Jolly to the monument to the Confederate dead which is now being erected by the Ladies' Memorial Association of Anderson, S. C. When the monument is completed the ball will be mounted. Jolly states that there is no question of the authenticity of the relic. He says that the shot was picked up by his uncle, "Manse" Jelly, on Sullivan's Island, a short while after it had been fired. His uncle was attached to one of the numerous forts erected on the island during the months preceding the evacuation, and, by leave of absence, he was strolling along the beach about 4 o'clock in the afternoon when the first shot was fired from one of the "barbette guns. The shot was picked up and secreted until the close of the war, when it was taken in Jolly's home at Anderson. Upon "Manse" death the ball passed into the possession of the man who has just given it to the Confederate monument.

# New Slaug from Chicago

From the Chicago Times Herald. "What gear do you ride!" is the latest slang expression. It was coined by Capt. Anson of the Chicago Baseball Club, and promises to meet with great favor. Just before yesterday's game was called a man, who confessed that he was a baseball crank, stepped up to Capt. Anson and told him how to win the championship.

"What you cught to do," he said. " is to put Callahan in centre field and let Lange hold down third base. Everitt is a good pitcher, and he ought to be given a show in the box. Then, if I were you, I'd change Ryan to shortstop and put McCornick behind the bat. Now, take my advice and I'll bet you a new hat you'll win the pennant.

when the man got through talking Capt.

Anson scrutinized him closely and finally ejacu-Anson scrutinged time consery and unaity ejacu-lated in a tone of disgust:
"Say, what gear do you ride !"
The expression found favor with those who heard it, and before the end of the game it had ecome popular.

#### His System Severely Tested. From the Philadelphia Record.

When the Phillies won their first game from Chicago last Friday, after meeting with ten straight defeats, a well-known member of the Stock Exchange, who is a decided crank on the aubject of baseball, won the next little sum of \$2,560 on the game, and pulled himself out of a hole. It has been his custom during the season to make a bet of \$5 with a fellow broker on nearly every game. When the Phillies struck that disastrous losing streak he succeeded in doubling his bet every day. He was enabled to doubling his bet every day. He was enabled to doubling his bet every day. He was enabled to doubling his bet every day. He was enabled to doubling his bet every day. He was enabled to do this owing to the fact that the Exchange boasts any number of baseball enthusiasts. On the tenth straight defeat he was out just \$2,560, the amount to which that original little \$5, bet hed grown. It took some tall hustling that day to secure takers for this amount, but he stuck to it, and finally got his money up on a number of individual bets. It took nevry, but he won out and now he says he is through with the Phillies forever.

#### Br. Webb's Locomotive Searchlight From the Albany Argus.

Prom the Albany Argus.

Persons who happened to be in the Unition yard last night about 10:30 were with the unusual brilliancy of the place reason for this was that the private-orb. Soward Webb, the Nehasene, was yard with a new searchight on its offor, threw a very powerful light on the trathe objects within its range. The search about the size of the ordinary light cart the pilots of locomotives, only it is made more brilliant. The power for the light cart the mechanism of the engine. The was in charge of Engineer McFadden, we kept busy explaining the light to a curio interested crowd of railroad men. The was ordered to Utica, and left on its 40:30. The light is able to allow the engine diacern objects distinctly at the distant

# An Independent Southern Editor

From the Warrior Erro The Warrior Breeze is now printed on a pressinvented and constructed by the editor at home. We also have a paper knife instructed which was also constructed at home. Both teachines do excellent work. We have not yet tried our hand on making type and hardly think we shall but when we need anything in the printing ones why we just make it.